

Tri-Weekly Astorian

ASTORIA, OREGON:
D. C. IRELAND, Editor.
SATURDAY, AUGUST 16, 1873

—It seems after all that Gen. Van Buren has not only brought shame upon his name, but disgrace to America from his course of management at Vienna. Will he be incontinentally kicked out? is the question, now.

—Now that it turns out the Northern Pacific Railroad company have no lot or part in Tacoma, we invite that company to extend its operations this way and envelope Astoria with the iron bars.

—It is said the schooner Superior, of the Star line of packets, will be placed on the line between this city and Puget Sound ports as soon as her cargo is discharged. The Superior sailed for Astoria ten days ago. Other vessels of this line will enter the trade, which will no doubt prove a source of profit, to the owners, as they have reduced the rates of freights, and therefore may anticipate considerable patronage.

—An overland traveler writes to a Milwaukee paper long complaints of the dangers incurred from gamblers, thieves, and desperadoes throughout the entire journey. He says: "Their operations cover the whole field; spotters dog the steps of persons leaving San Francisco, and by means of the telegraph and other agencies only known to the initiated, the desperadoes along the line are advised of any 'game' that may be passing over the road. One gang, numbering from four to ten, usually rides only from one station to another, when they are relieved by others, one, however, remaining quietly on board all the time for observation."

—The Tacoma bubble is about to burst. A Seattle dispatch of the 13th says: "A petition for injunction has been filed by Renton, Smith & Co., of Port Blakely, to stop work on the new town plat of Tacoma, now being surveyed and cleared for the terminal city of the Northern Pacific Railroad. It appears from the papers filed in this case, that the petitioners have a lease of that land which has sixteen months yet to run, with the privilege of all the timber upon the same. The land was sold to Gen. McCarver, subject to lease, and was conveyed by McCarver to the Lake Superior and Puget Sound Land Company. An interesting fact developed in this suit is that the Railroad Company do not own a foot of land in or about Tacoma. Mr. Renton states that on examining the records, in order to ascertain the parties against whom to bring suit, he found the title in the name of the Land Company."

—All the Portland dailies since the great fire of the second of August have congratulated the city and themselves, upon the fact that the fire spread in the direction of the residence property and small stores, instead of the solid business portion of the city. From our stand point this seems a selfish view. A large percentage of the property destroyed was the accumulation of years of industry and saving, and the small house of one or two thousand dollars valuation was in many cases all that the sufferer had acquired, and by its destruction the head of the family (male or female), was left to a life of toil and penury, with his or her declining years? Had a million and a quarter's valuation of the business centre been wiped out at a single swoop of the fire fiend, the suffering would not have been a tithe, and the power of recuperation incomparably greater. The man of business, who has established his character as a safe operator, and acquired a fortune, may lose all in a day by accident, and still possess within himself the means of moving on again in successful business. His credit is his capital. The poor man has no such power over adverse conditions. His labor is his all. We feel that Portland has sustained a loss that will require years to overcome, a loss greater than is at first apparent.

Congressional Postage—Who Will Foot the Bill!

When before the rush toward the close of the last session of Congress, the bill abolishing the franking privilege was passed, there were certain political prophets who maintained that Congressmen would make up for it in some other way, and the increase of pay business verified their predictions. A Washington correspondent of the New York Times has forwarded to his journal an estimate of what it will cost a Congressman for postage to furnish his constituents with public documents under the present apportionment. He estimates that it will cost at least \$1,000 per annum, but if the demands of constituents continue as heretofore, the member will not well acquit himself who does not spend fully \$2,000. This is, of course, supposing that Congress continues as liberal in its orders for printing, and that Congressmen are as faithful in their distribution. It is stated that up to the present time the records show that fully three-fourths of the members attend as closely to these duties as ever. As an illustration, the Times correspondent makes the quota of 650 copies, allowed to each member of the Report on Agriculture. The average cost of postage on these reports is 38 cents, which foots up a total of \$247 on this class of books alone. Upon the census reports allowed, the postage is \$94.30, and upon the 24 sets of the Congressional Globe \$137.28. A list of about 190 other books is given of which each Congressman gets his quota, with the postage attached to each and there is no doubt but that to send the whole through the mails will amount, with other printed reports, etc., to at least \$20,000 per year. But here comes in the question of continuing that reform of which the abolition of the franking privilege was only the initial step. That there is no need of so much money being expended upon printing all these documents, and that presenting so many copies to Congressmen for the major portion to find their way into old junk shops is a great waste of public money. It is evident that the reform by the abolition of the franking privilege is incomplete, till followed up by a restriction upon the congressional printing.

—Mr. George Woodward real estate dealer 100 Front Street Portland, is in this city on a visit. When George wants any stock in a terminus we venture to assert that he will subscribe to Astoria as the place for safe investments.

—The breakwater at Cape Disappointment, and the wharf at Fort Stevens, will both have to be repaired before winter or the United States will suffer loss. These matters have been properly reported at headquarters we understand, and the work will probably be done.

—A steamer from Freeport, one day last week, took from the mill at that place to Tumwater, 55,000 feet of lumber for W. N. Horton, the water pipe manufacturer. Horton will have what he wants even though it may seem like sending "coals to Newcastle." They have mills at Tumwater, but probably no such lumber as Horton wanted.

—Governor Salomon is succeeding with his Railroad project apparently. A dispatch from San Francisco of the 13th, says:

The certificate of incorporation of the Olympia Railway Mining Company was filed in the County Clerk's office to-day. Objects, mining and doing a general transportation business in the States of California and Oregon and Washington Territory, and constructing a railroad and electro-magnetic telegraph line in connection therewith, running from a point at or near Tenino to Budd's Inlet, near Olympia, W. T.—20 miles. Trustees, George S. Dodge, Charles N. Felton, N. Gardner, T. Lawton and John N. Goodwin, of San Francisco, and Edward S. Salomon, of Washington Territory. Capital stock, \$1,000,000, of 10,000 shares.

A letter addressed to the Society of Arts Journal, says that by making a solution of shellac with borax in water and adding a suitable proportion of lampblack, an ink is produced which is indestructible by time or chemical agents, and which on drying presents a polished surface, as with ink found on Egyptian papyrus. He made ink in the way described, and proved, if not its identity with that of ancient Egypt, yet the correctness of the formula.

A reporter for a Western paper, speaking of a certain fair creature, remarked that the "profusion and color of her hair would lead one to look upon it as though it was spun by nimble fingers of the eay hours, as they glided through the bright June days, whose many sunny rays of light had been caught in the meshes, and were contented to go on further." This is better than saying the girl's hair was red.

An old gentleman in Virginia bought himself a residence near the burying-ground. "So as to have quiet neighbors who'd mind their own business."

EPITAPH.—Here is an epitaph a little ahead of anything in Macrum's obituary scrap-book. It was got up by a pathetic genius in Philadelphia, and first appeared in the Public Ledger:

"The death angel smote Alexander McGlue, And gave him protracted repose: He wore a checked shirt and a number nine shoe. And he had a pink wart on his nose. No doubt he is happier dwelling in space Over there on the evergreen shore. His friends are informed that his funeral takes place Precisely at quarter-past-four!"

—Like meeting an old friend is it to tear the wrapper off a paper and find encased a sheet from some favored locality almost forgotten through the lapse of time. The old St. Joseph Valley Register of July 31st, published in South Bend, Indiana, is here this week to remind us of days gone by—the days when, with one of the Sticks now in use in the ASTORIAN office, we set type to copy from the pen of Schuyler Colfax, then its Editor and Proprietor. We are glad to see the Register, and shall watch anxiously for its coming regularly.

—Frank Hamilton, an enterprising farmer of Santa Clara county, has experimented with the California wild oat until he has succeeded in getting 2,000 sacks which weigh 100 pounds per sack, which is about one fourth heavier than the ordinary oat.

—Frank H. Day, a Deputy Tax Collector of Butte county California, while attempting to collect a road tax from a company of Chinese was set upon, badly beaten by them, and left lying unconscious on the ground. He was found to be in a very critical condition, although there are strong hopes of his recovery. Five Celestials were lodged in jail.

—Dr Sterling has taken the post of Army Surgeon at Fort Stevens.

To Investors.—The Northern Pacific Railroad Company has now built, equipped and put in operation, nearly 517 miles of its main line of road through an excellent country and along what is known as the Valley Route to the Pacific. The finished portions already enjoy a large and fast increasing traffic. The sections approaching completion connect the chain of Lakes with the navigation of the Upper Missouri and Columbia rivers with Puget Sound, secure at once a large and profitable business and entitle the Company to about 10,400,000 acres of excellent average land in fee simple.

With these accomplished results, the Company offers, and is now rapidly selling, its First Mortgage Bonds, for completing the construction and equipment of its road across the Continent. After careful investigation we recommend these bonds as a well secured and unusually profitable investment. They have 30 years to run; principal and interest are payable in gold; the interest (seven and three-tenths per cent.) is equal now to about 8 1/2 per cent. in currency. The coupon and registered bonds can be exchanged for cash at the pleasure of the holder. Gold checks for the semi-annual interest on the registered bonds are mailed to the post office address of the owner.

These securities have the following elements of strength and safety: They are the obligation of a strong corporation; they are also a mortgage on the Road, its right of way, equipments and franchises, and a first lien on its net earnings. In addition to this usually sufficient security, there is pledged for the payment of the principal and interest a Grant of Land, averaging about 23,000 Acres per Mile for the entire length of the Road. At the average price per acre at which other Land Grants have thus far been sold, this real estate security will yield more than \$161,000 per mile—more than three times the possible issue of bonds.

The Company has already begun the process of redeeming and cancelling its first mortgage bonds, as they are now being received, at 1.10 in payment and exchange for the Company's lands. JAY COOKE & CO., Philadelphia, New York & Washington, Financial Agents N. P. R. Co.

Beaver Lodge No. 35, I. O. O. F.
Meet every Thursday evening, at 8 o'clock, in the Odd Fellow's Hall, corner of Cass and Jefferson streets, Astoria. Members of the Order are invited to attend. By order, N. G.

NEW ADVERTISEMENTS.

Sleeve Button Lost.
The finder of a gold (Hollia) coin SLEEVE BUTTON, with two fastenings for the Sleeve, marked with the initials "S. N. A." will receive a reward of \$10 for it on presentation to the undersigned. S. N. A. RICHMOND, Occident Hotel.

Dissolution of Co-Partnership.
NOTICE IS HEREBY GIVEN THAT THE Co-Partnership heretofore existing between Donaldson & Reed, in the Market business, has been dissolved, and the undersigned having purchased the interest of A. J. Donaldson therein, will continue the business as before at the old stand on Main street. All debts due the firm will be paid to me, and vice versa. GRENVILLE REED, Astoria, August 15, 1873.

NEW ADVERTISEMENTS.

Badger's Music Store

Sole Agency for the
Leading Instruments of the World

HALLETT, DAVIS & CO.'S PIANOS!

POWERFULLY CONSTRUCTED. Highly finished and elegantly designed. Acknowledged by the greatest living Pianists—Liszt, Rubinstein and Leutner—to be the most remarkable Pianos in existence for Power, Sweetness, Durability, Brilliance and Perfection of Touch

GEORGE WOOD'S & CO.'S

(Boston)
Wonderful Cabinet,
ORGANS!

The most important invention of the day—capable of producing immense power, as well as every shade of delicate musical expression.

Call and examine before purchasing.

W. K. BADGER,
No. 113 Third Street, (near the Postoffice), Portland, Oregon.

Established Twenty-two Years.

S. J. McCormick,

PUBLISHER:

Franklin Book Store!

BOOKSELLER AND STATIONER,

19 First Street, Portland, Oregon.

Constantly on Hand, a full Stock of
STANDARD SCHOOL BOOKS,

And Staple Stationery.

J. Kraemer & Co.,

Importers of and
Wholesale Dealers in.....

BOOTS AND SHOES,

47 Front Street, Portland, Oregon.

OFFER TO THE TRADE FULL LINES of Mens', Boys', and Youths' French Calf and Kip Boots; Ladies', Misses and Childrens Shoes of all grades, and also a full line of Slippers.

Schools!

St. HELENS HALL,

.....AND THE.....

Bishop Scott Grammar School,

Will Re-open in Portland, on

MONDAY, SEPTEMBER 1st, 1873.

FOR SALE—FOUR PAIRS OF

DARK BRAMAS!

Four four months old, full blooded, and of the Boyle strain—\$15.00 per pair. Address, THOMAS L. BIRNIE, Cathlamet, W. T.

WASHINGTON WATER PIPE

Manufacturing and Water Co.,

OF OLYMPIA, W. T.

WE ARE PREPARED TO MANUFACTURE WATER OR GAS PIPE.

TWO, FOUR and SIX INCH BORE, at the shortest notice, either in the rough, with the bark on the Pipe, or banded and coated with Asphaltum and Coal Tar, so as to stand any Pressure required for Water works. The Pipe is warranted to give satisfaction. Orders are solicited, and will be filled at the shortest notice.

For list of prices, apply to the undersigned.

S. D. ROWE, Secretary.

R. C. JANION, JANION, RHODES & CO., Victoria, B. C.

Liverpool, JANION & RHODES,

Importers and Commission Merchants

Front Street, Portland.

Lloyd's Agents for Oregon.

THE PIONEER ENGLISH HOUSE IN the city, and the founders of a direct line of Clipper Ships between Liverpool and Portland, offer for sale the largest assortment of General Merchandise in Portland.

Appointed Agents for J & R Tennent's Celebrated brand of Ale and Stout; Wm Younger & Co's Celebrated Edinburg ale; Gilroy Brothers & Co's Dundee Grain Sacks, Wool Sacks and Burlaps.

Sole Agents for Blood, Wolfe & Co's Celebrated brand of ale and Stout; Ind, Coope & Co's Celebrated Burton ale; Wm McEwan's Celebrated Edinburg ale; Worthington's Liverpool Salt; Hockin, Wilson & Co's Celebrated London Pickles and Sauces; J & J Armistead's Celebrated Durham Mustard; J & H D Grimond's Celebrated Dundee Hemp Matting and Carpeting; George Curling & Co's Citrates and Drugs; Dunville's Irish Whisky; Stewart's Scotch Whisky; Hill, Evans & Co's English Malt Vinegar; Noble's & Hoare's London Varnishes; John Fowler & Co's Celebrated Steam Plows.

AUCTIONEERS.

Oscar Kilbourn,
AUCTIONEER—Office 40 First st., Portland.

A. B. RICHARDSON, S. I. N. GILMAN.

A. B. Richardson,
AUCTIONEER—Corner of Front and Oak sts., Portland, Oregon. Auction Sales of Real Estate, Groceries, General Merchandise and Horses. Sales—Wednesday and Saturday.

Large assortment of Groceries, Liquors, etc., at Private Sale. Liberal advances made on consignments. A. B. RICHARDSON

Charles S. Wright,
AUCTIONEER—Cor of Main and Chenamus Streets, Astoria. Goods received on consignment and sold to the highest bidder.

PROFESSIONAL CARDS.

O. P. MASON,
ATTORNEY AT LAW,
PORTLAND, OREGON.
Land Cases and Titles a specialty.

DR. S. W. DODD,
PHYSICIAN AND SURGEON,
ASTORIA, OREGON.

DR. A. D. ELLIS,
PHYSICIAN AND SURGEON
Office on Stark Street, Portland, Oregon

WM. L. McEWAN,
RESIDENT ATTORNEY,
ASTORIA, OREGON.

H. B. PARKER,

JUSTICE OF THE PEACE,
ASTORIA, OREGON.

"Always Ready for Business."

A. VAN DUSEN,
NOTARY PUBLIC,
ASTORIA, OREGON.

H. H. NORTHUP,
ATTORNEY AT LAW,
(Register in Bankruptcy),
Office—In Holmes' Building, Portland.

KRUMBIEN & GILBERT,
ARCHITECTS AND DRAFTSMEN,
INVENTOR'S EXCHANGE,
Cree's Building, Portland, Oregon.

The Best Counsel; the Best Draftsmen; the Best Model Workmen, and Best Patent Agent at Washington; the only reliable place to get your intentions put through in short notice.

W. M. CHURCH & SON, Merchant Tailors, have removed to the OLD POSTOFFICE Room, opposite Odd Fellow's Temple, First st., Portland, Oregon. Call and select your Clothing for the season.

STEAMERS, STAGES AND SLOOPS

U. S. MAIL AND EXPRESS.

From Astoria to Clatsop Beach!

FAST HORSES! GOOD CARRIAGE!

LEAVES ASTORIA EVERY TUESDAY, Thursday and Saturday Mornings.

Arrive Same Mornings at the

OCEAN HOUSE,

GRIMES HOUSE,

SUMMER HOUSE,

And SEA SIDE HOUSE.

RETURNING—Leaves these Houses every Monday, Wednesday and Friday, connecting with steamer to Portland each way.

Distance twenty-four miles, fare \$1.50. H. B. PARKER, Proprietor.

The Steam Tug Varuna

Will leave Astoria every

TUESDAY and SATURDAY

Morning, for

PORT STEVENS,

CAPE DISAPPOINTMENT,

And UNITY,

Carrying Mails, Passengers and Freight.

Other days of the week she will be ready to go anywhere that business may justify. Is prepared to lighter cargoes, freight, hay, cattle and wood. J. H. D. GRAY Agent, Astoria.

Oregon Steam Nav. Co.

NOTICE—Boats of the O. S. N. Company will leave Astoria as follows:

FOR PORTLAND, and intermediate points—Daily, every Morning (Sundays excepted), at 6 o'clock. Returning, leave Portland:

FOR ASTORIA, and intermediate points—On Daily, every Morning (Sundays excepted), at 6 o'clock. J. C. AINSWORTH, Pres.

ONLY REGULAR PACKET BETWEEN

ASTORIA AND CLATSOP.

Carrying the U. S. Mail!

The well known sloop

MARY H.,

L. W. POOLE, Master

Leaves Clatsop every Monday, Wednesday and Friday, on arrival of Stages, connecting at Astoria with the steamer Dixie Thompson.

Returning, leaves Astoria every Tuesday, Thursday and Saturday, connecting with the Coaches for the Beach. Extra trips made to accommodate the traveling public.

FOR SKIPANON LANDING.

ON AND AFTER THIS DATE, UNTIL

further notice, the side wheel steamer

Mary Bell.

J. N. FISHER, MASTER

Will leave Astoria daily,

On the arrival of steamers from Portland carrying PASSENGERS and BAGGAGE to the Skipanon Landing, connecting with STAGES

FOR THE SEASIDE HOUSE!

and all points on Clatsop Plains. Returning, will leave Skipanon same evening.

For freight or passage apply on board, or to F. C. WILSON.

Astoria, July 14th, 1873. Flord's Wharf.